

## THOROUGHFARE PLAN IMPROVEMENTS

This section gives details on each thoroughfare plan recommendation, and the capacity deficient areas. The facility is listed and indicates if it is a new plan improvement or taken from the old plan. The improvement location and the recommendation is given, then discussion of the recommendation. Appendix A lists the Street Inventory with current and future Average Daily Traffic (ADT). Appendix B discusses the Travel Model Development in detail.

### MAJOR THOROUGHFARES

<b>US 701 Bypass</b> <i>New Plan</i>	1) North Planning Boundary south of SR 1002 (Old Lumberton Road) to US 74/76 Business	Widening 5 Lane Facility
	2) Pine Log Road/Virgil Street to South Planning Boundary north of SR 1170 (Popular St.)	Widening 5 Lane Facility

This facility is one of two which will be capacity deficient in the design year 2020. The deficient areas on this route will be the present two lane sections. As traffic demand increases, this facility should be first priority to be improved. This will allow proper movements of through traffic in and out of the planning area as congestion grows. Further study should be addressed in removing Bridge # 42 over the CSX Railroad at the time of widening. At present the CSX Railroad dead ends at White Marsh Swamp and only utilizes this corridor two times per year. Removing the bridge and lowering the US 701 Bypass would provide better access into the central business district of Whiteville.

<b>Western Bypass</b> <i>New Plan</i>	North Planning Boundary south of SR 1002 to NC 130 south of SR 1170	New Location 5 Lane Facility
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This facility is a long range traffic improvement. This facility would be needed as traffic increases on the built improvement above (US 701 Bypass widening). This improvement should not be needed before the design year 2020. It should be built as partially controlled access to maintain a level of service C for a long time. Appendix D2 discusses Level of Service.

<b>US 74/76 Business</b> <i>New Plan</i>	Franklin Street to Grove Street	Restripe&NoPark. 4 Lane Facility
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This corridor includes a functioning traffic circle with the Historic County Courthouse in its center. This corridor will become deficient in capacity as the design year 2020 nears. Removing on street parking and restriping this corridor to 4 lanes will also improve the intersection with US 701 Bypass